

Transportation Planning and Implementation in Anchorage, Alaska. He served as the Executive Director of the Bi-State Planning Agency in Minnesota, and as a stockbroker for Shearson Lehman in Minnesota. Don even spent time in Washington, DC, as a law clerk to a U.S. Attorney.

He was a Phi Beta Kappa graduate of University of North Dakota. Don holds a PhD in Political Science, and a Master's in Political Science/Public Administration. After his education in North Dakota, he attended Georgetown Law School in Washington, DC and the New York Institute of Finance in New York.

Mr. DeMers is survived by his wife, Deborah; sons Robert and wife Dawn, and Tony and wife Teena; daughters Barbarah and husband Michael Livorsi and Tressa and Crystal DeMers; his "pride and joys," eight grandchildren, Nicholas, Alexas, Brogen, Tyler, Lauren, Destany, Kaitlyn and one on the way; and his brothers Jim, Denny and Mike.

Don had a zest for life and a smile and sense of humor that made everybody laugh. He liked skiing, dancing, reading and biking, but most of all, golf with Deborah. All who knew and loved him will miss Don greatly.

RECOGNIZING 150 YEARS OF SERVICE BY ST. VINCENT MERCY MEDICAL CENTER

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Ms. KAPTUR. Mr. Speaker, I am honored to recognize an historic anniversary in my district in Northern Ohio. St. Vincent Mercy Medical Center celebrates 150 years of service. On Wednesday, February 23, 2005, the hospital will mark this sesquicentennial with a dedication and blessing of its Historic Donor Wall and Marguerite d'Youville Sanctuary.

In 1737 Marguerite d'Youville and three friends dedicated their lives to serving the poor. They established a Hospital General, a hostel for the destitute. Because the hospital only admitted men at first, Marguerite took poor women into her home. In 1747, Marguerite and her companions took over the administration of the Hospital General, restored the buildings and provided a combination veteran's hospital, nursing home, orphanage, mental asylum, VD clinic, reformatory for prostitutes, and overflow ward in case of epidemics. The religious order Marguerite thus established was the Grey Nuns. Their successors continue her work.

In 1855 four courageous and idealistic Grey Nuns took their lead from their foundress and traveled from Montreal with a mission to care for the sick and needy in Toledo, Ohio. St. Vincent's hospital was summarily established. The nuns' mission was soon broadened to include the education of health care professionals, patients and families. One hundred and fifty years later, St. Vincent Mercy Medical Center still holds fast to the ideals of Sr. Marguerite d'Youville in its unwavering mission to provide dignified and quality medical care to those in need.

Today, St. Vincent's is a member of the Mercy Health Partners system, a faith-based

consortium of six hospitals in Northwest Ohio and Southeast Michigan. St. Vincent's is a Level I certified trauma center, Life Flight air ambulance base, home of the Mercy Children's Hospital and state of the art acute care hospital. With 3,500 employees including almost 1,000 physicians on staff, it is one of our region's primary employers. Nearly 500 volunteers augment the staff.

St. Vincent's has not only taken its hospital mission to heart, but also its role as a community leader. The hospital has transformed the near-downtown corridor on which it is located and maintains an influential and benevolent partnership with the neighborhood in which it is situated.

St. Vincent Mercy Medical Center celebrates 150 years caring for the poor and sick by living Christ's teaching that "Whatever you do to the least among you, that you do unto Me," as the recent photo of Sister Lucius in the hospital atrium, and the scholarship foundation in her name, attest. Onward!

PUBLIC TRANSPORTATION SYSTEMS VULNERABILITY AND REDUCTION ACT OF 2005

HON. JUANITA MILLENDER-McDONALD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Ms. MILLENDER-McDONALD. Mr. Speaker, I rise today to introduce the Public Transportation Systems Vulnerability and Reduction Act of 2005.

Securing our Nation's public transportation system has been a top priority of mine.

For years, governments around the world have recognized that public transportation is a major terrorist target. Until 9/11 the United States has been largely spared the kinds of terrorist campaigns waged against public surface transportation. However, we cannot wait for a tragedy to happen before we address our vulnerabilities.

An October 2001 study released by the Mineta Institute, Protecting Public Surface Transportation Against Terrorism and Serious Crime: An Executive Overview cites that between 1920 and 2000 there have been approximately 900 terrorist attacks and other significant criminal incidents involving public surface transportation systems.

However, all but 14 of these attacks occurred after 1970, the year that marks the beginning of modern terrorism.

Attacks against transportation and transportation infrastructures accounted for 42 percent of all international terrorist attacks, according to the most recent statistics provided by the USDOT Office of Intelligence and Security in 1998.

These statistics play out before our eyes on CNN. Last year alone, we witnessed attacks on public transportation systems in Madrid and Moscow, not to mention the ongoing attacks in the Middle East.

My legislation, The Public Transportation Systems Vulnerability and Reduction Act of 2005 will provide our Nation's transportation systems and workers with the training and funding to help protect our homeland. This legislation will provide funding for:

Ongoing vulnerability assessments which will build continuously on information collected, allowing for easier implementation of new technologies that will assist in averting terrorist attacks on all modes of public transportation.

Training programs for frontline transit employees, ensuring that employees, who are the eyes and ears of transportation systems, are prepared to respond to emergency situations.

Development and implementation of local and regional emergency preparedness plans that fully utilize a community's transportation resources.

Provides \$25 million a year, \$100 million over 4 years for emergency preparedness and response training.

I ask my colleagues to join me in working to provide our Nation's transportation systems and employees the resources to protect our communities.

I urge you to support the Public Transportation Systems Vulnerability and Reduction Act of 2005.

AMERICA'S MISLEADING GAS MILEAGE STICKERS

HON. NANCY L. JOHNSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mrs. JOHNSON of Connecticut. Mr. Speaker, I rise today to address an issue that should trouble America's consumers. Seventeen million new cars were sold in 2004 and not one had accurate gas mileage rates posted on the window stickers.

Unbeknownst to America's drivers, the gas mileage stickers on their cars are wrong, inflating fuel economy figures by up to 300 percent. Worse, the EPA has known their tests are to blame. The tests used by the Environmental Protection Agency (EPA) to measure fuel economy are 30 years old and are based on car technology from the late 1970s and 1980s.

The bogus tests results mislead consumers into thinking they are getting better mileage on the road—and a better deal at the gas pump—than they really are. This year alone, American consumers will spend about \$20 billion more on gasoline than they expect because of the misleading gas mileage stickers. Talk about a pocket-book issue.

Because changing these tests requires a change in the law, I am proud to introduce the "Fuel Efficiency Truth-in-Advertising Act" with my colleague Congressman RUSH HOLT. My legislation requires the EPA to update its fuel economy testing procedures to reflect today's "real life" circumstances and the use of "real world" gasoline. If this legislation is enacted, when it says 35 miles-per-gallon on the sticker, drivers will get 35 miles-per-gallon on the road.

An example of a flaw in EPA's current method is underestimating highway speeds. The EPA highway cycle assumes an average speed of 48 mph and a top speed of 60 mph. Many State highway speed limits are set at or above 65 mph and government data indicates that fuel economy can drop by 17 percent for modern vehicles that drive at 70 mph instead of 55 mph.

Another flaw is in the type of fuel used for engine certification. Fuels used for engine certification tests are artificial. The EPA uses highly refined fuel, not what we consume in our cars every day. Using these artificial fuels may be fine from a laboratory standpoint, but they don't help drivers when they overstate actual fuel economy.

There's more. The tests assume acceleration and braking rates that don't match reality. They overstate trip lengths. They understate increased idling and stop-and-go traffic in our expanding urban areas. They keep the air conditioner off, while flipping on the A/C reduces gas mileage by 2.5 miles-per-gallon.

We would not tolerate 30-year-old tests for anything—so why do we allow it for gas mileage? Make no mistake, this is a pocketbook issue for Americans who are pinched by the high price of gasoline. The easy and common-sense steps this bill calls for will give every future car owner the truth—the truth about how their cars will perform, and the truth about how much they're going to spend on gasoline every year.

AAA, the Nation's largest auto club with 47 million members, supports this bill. So does the Union of Concerned Scientists, the Sierra Club and a host of consumer, scientific, and environmental groups.

This broad-based and diverse coalition believes, as I do, that Americans deserve better than the results of a 30-year-old test. We recognize that buying a car is a huge investment in most Americans' lives, and the government should be helping consumers make smart choices, not misleading them.

And so I ask my colleagues to join with me in supporting the Fuel Efficiency Truth in Advertising Act. Do it for the hundreds of thousands of car owners in your districts who deserve the truth—not bogus test results.

INTRODUCTION OF RESOLUTION OF INQUIRY REGARDING "JEFF GANNON"

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. CONYERS. Mr. Speaker, I introduce this resolution to inquire whether the Justice and Homeland Security Departments were abused in favoring Mr. Guckert, a fake reporter from a fake news organization. I had hoped that the half dozen congressional and Senate requests for information would have been sufficient. However, to date, they have not even merited a response from the White House or its agencies.

For nearly 3 years, the White House has been granting Mr. Guckert, a right-wing activist with no press credentials, access to the White House briefing room and presidential press conferences. This appears to violate long standing practices of carefully screening contacts with the President.

This special access not only raises security concerns, but calls into question the fundamental fairness of the White House press corps. In fact, the favoritism bestowed on this fake reporter may have violated federal law.

Mr. Guckert's efforts as a mouthpiece for the White House likely violated statutes banning the Administration from using appropriated money for propaganda purposes.

Finally, Mr. Guckert has claimed that he had access to a classified Central Intelligence Agency document that revealed the undercover status of Ambassador Joseph Wilson's wife. It's now been over a year and a half since Valerie Plame was maliciously outed, and we appear to be no closer to finding out who in the Administration played with her life for political purposes. I hope this resolution may shed some light on whether Mr. Guckert, the White House's go-to propagandist, also received classified information and from who.

HONORING THE CONTRIBUTIONS OF UNITED INDEPENDENT SCHOOL DISTRICT BOARD MEMBER WILLIAM JOHNSON

HON. HENRY CUELLAR

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. CUELLAR. Mr. Speaker, I rise today to honor the important contribution of United Independent School District Board Member William (Bill) Johnson of my Congressional District.

The experience of being on a school board has taught Bill Johnson several things. "Everyone runs with the idea that 'I' can make a difference. But if you're only one vote out of seven it's not going to work. Being on the board has to be a team effort." Johnson says each board member brings a different view of education. "A successful board can harness its members and get them to pull in one direction."

Johnson has always been interested in education. He has taught banking and finance courses at the Laredo Community College and, for the last 10 years, he has taught business through Junior Achievement at United High School. "I like being around educators and kids," Johnson said. In addition, he has served as a little league coach since 1981. "It's a tough job, but I enjoy it."

Johnson, a native of Laredo, has a wife and three children. He graduated from Texas A&M University with a Bachelor's degree in political science. He is a first vice-president at Laredo National Bank.

Overall, Johnson says his experience on the board has been positive. "It's been a good opportunity. You have to work with a lot of different people but it has taught me a lot." One of the lessons Johnson has learned is that being on the board takes a lot of preparation. With the thousands of pages of memos and reports that need to be looked at, Johnson says the board has to make time to study. "When I first joined the board I figured all I had to do was go to about 24 meetings a year." In his first year Johnson had to attend 172 meetings.

"You quickly learn that you need at least four votes to get anything done." According to Johnson, the current United ISD school board may not always agree on everything, but they know how to work well together. The district

has several Exemplary and Recognized campuses, whereas before there were none. The district also earned praise from former comptroller John Sharp for saving taxpayers millions of dollars.

Mr. Speaker, I am proud to have this opportunity to recognize the dedication of United Independent School District Board Member William Johnson.

CHINA'S ANTI-SECESSION LAW

HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. DUNCAN. Mr. Speaker, I was disappointed to learn that China is drafting an anti-secession law, aimed at annexing Taiwan. The Taiwanese people are very concerned with China's action and understandably so.

China has long presumed that it and Taiwan are unified. However, the reality is, since 1949, they have been two nations existing side by side with neither having control over the other.

The proposed law also assumes that the only outcome of cross-strait negotiation is annexation of Taiwan by China. This would deny the 23 million people of Taiwan the right to decide their own future and would go against the intentions of the Taiwan Relations Act.

Many believe, if enacted, the law would be used to justify the legal basis for the Chinese government to punish anyone speaking or acting against the reunification of Taiwan and China. Moreover, Chinese leaders might that this law permits the use of force against Taiwan if China considers Taiwanese leaders to be engaging in separatist activities.

Clearly, China is seeking to unilaterally change the status quo in the Taiwan Strait. If enacted, this law would destroy any good feelings the Taiwanese people might have gained for China through increasing economic interdependence. It would also make them less willing to sit down and discuss their future with China.

In the end, military tension in the Taiwan Strait will rise, affecting regional peace and stability. This is not in the best interests of either Country.

Mr. Speaker, we should all speak out against China's proposed law. It is a bad law with potentially serious consequences.

ENGLISH LANGUAGE UNITY ACT OF 2005

HON. STEVE KING

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. KING of Iowa. Mr. Speaker, I have introduced legislation to make English the official language of the United States Government. The English language is the carrier of liberty and freedom throughout history and the world. For centuries, our common tongue, English, has been the uniting force in this great nation, knocking down ethnic and religious barriers to